

AMENDMENTS TO THE CLAIMS

The listing of claims will replace all prior versions, and listings, of claims in the application:

Claim 1 (Currently Amended): ~~improved~~ A window lift assembly ~~adapted for being fitted in the lock of~~ for a motor vehicle comprising

a first guide and slider assembly $[(4)]$ provided in $[(the)]$ a frame $[(2)]$ of $[(the)]$ a door $[(1)]$ of the vehicle and

a second guide and slider assembly $[(5)]$ provided in $[(the)]$ a track $[(6)]$ of the window lift assembly, both assemblies having sliders $[(7)]$ fixed to $[(the)]$ a window pane $[(3)]$,

means for driving said guide and slider assemblies ~~(4, 5), the window lift assembly being fitted in the lock of the motor vehicle with the track (6) secure thereto,~~

the design of said window lift assembly depending on $[(the)]$ a first distance $[(Y1)]$ between two points of contact $[(P)]$ of the slider in said track $[(6)]$ measured on a line parallel to said track $[(6)]$; on $[(the)]$ a second distance $[(Y2)]$ from $[(the)]$ an upper edge $[(11)]$ of the pane $[(3)]$ to $[(the)]$ a fastening point $[(the)]$ of the slider $[(7)]$ of said first assembly $[(4)]$ in the pane; ~~(3); the~~ a third distance $[(X1)]$ from an end of the track $[(6)]$ to the points of contact; ~~(P); the~~ a fourth, horizontal distance $[(X2)]$ between two points of contact of the slider in said track; ~~(P); the~~ a first height $[(H1)]$ from $[(the)]$ a lower portion $[(14)]$ of the door of the vehicle to $[(the)]$ a belt line $[(13)]$; and $[(the)]$ a second height $[(h)]$ of the window of

the vehicle, characterized in that said first distance $[(Y_i)]$ has its maximum value possible for generating $[(the)]$ a maximum resistive torque to withstand $[(the)]$ a weight of the pane $[(3)]$, at the same time the condition that said maximum value of said first distance $[(Y_i)]$ is less than a difference in value between the first height and the second height $[(H-h)]$ is met to facilitate assembly of the slider $[(7)]$ in the door, said second distance $[(Y_2)]$ being less than a difference in value between the second height and the second distance ~~the value~~ $(h-Y_2)$ as a $[(the)]$ descent load is less than $[(the)]$ an ascent torque due to the weight of the pane $[(3)]$; and the value of the third distance $[(X_1)]$ being as high as possible according to the geometry of the door.

Claim 2 (Currently Amended): ~~Improved~~ The window lift assembly ~~adapted for being fitted in the lock of a motor vehicle~~ as claimed in claim 1, ~~characterised~~ characterized in that the fourth distance $[(X_2)]$ is less than or equal to the third distance $[(X_1)]$ in case the value of the first distance ~~is~~ (X_1) ~~is very~~ low due to space, and to the geometry of the door.

Claim 3 (Currently Amended): ~~Improved~~ The window lift assembly ~~adapted for being fitted in the lock of a motor vehicle~~ as claimed in claim 1, ~~characterised~~ characterized in that the third distance $[(X_1)]$ has a value ranging from 100 to 150 mm, depending on the space available for assembly.

Claim 4 (Currently Amended): ~~Improved~~ The window lift assembly ~~adapted for being fitted in the lock of a motor vehicle~~ as claimed in claim 1, ~~characterised~~ characterized in that said window lift driving means are mechanically linked to a lock assembly of the vehicle allowing any mechanical driving means of said lock assembly, or any mechanisms associated therewith, to be suppressed.

Claim 5 (Currently Amended): ~~Improved~~ The window lift assembly ~~adapted for being fitted in the lock of a motor vehicle~~ as claimed in claim 1, ~~characterised~~ characterized in that the slider of the first guide and slider assembly fitted in ~~[[the]]~~ a guide of the frame (2) of the door provides only a single point of contact inside of said guide allowing rotation of the slider, so that the value of the first distance ~~[[{(Yi)}]]~~ is as high as possible, the value of the third distance ~~[[{(Xi)}]]~~ being as low as possible, and ~~[[{(Y2)}]]~~ depending of the load.

Claim 6 (Currently Amended): ~~Improved~~ The window lift assembly ~~adapted for being fitted in the lock of a motor vehicle~~ as claimed in claim 1, ~~characterised~~ characterized in that the slider of the first guide and slider assembly fitted in ~~[[the]]~~ a guide of the frame (2) of the door of the vehicle is completely guided without possibility of rotation, the first distance ~~[[{(Y1)}]]~~ being as low as possible to avoid hyperstability and to prevent the system from being blocked, and the value of the third distance ~~[[{(X1)}]]~~ being as low as possible to avoid any possible blocking torques.

Claim 7 (Currently Amended): ~~Improved~~ The window lift assembly ~~adapted for being fitted in the lock of a motor vehicle~~ as claimed in claim 1, ~~characterised~~ characterized in that the slider ~~of the first guide and slider assembly~~ fitted in ~~[[the]]~~ a guide of the frame (2) of the door of the vehicle has a single point of contact, the pane ~~[[{(3)}]]~~ completely resting on the frame ~~[[{(2)}]]~~, so that the value taken by the ~~design~~ first, second, and third distance variables (Y_1, Y_2, X_1) depends on the geometry and on the loads of the assembly, value of the first distance ~~[[{(Y1)}]]~~ having to be an average value to avoid any possible ~~plays~~ malfunctions in the assembly, and the second and fourth distances (Y_2, X_2) being proportional to the ascent and descent loads of the pane ~~[[{(3)}]]~~.

Claim 8 (New): A window lift assembly for a motor vehicle, the motor vehicle having a door with a frame, and a window pane, said window lift assembly comprising of:

a first guide and slider assembly provided in an upper portion of the frame of the door, including a first slider;

a track provided in a lower portion of the frame of the door; and

a second guide and slider assembly provided in said track, including a second slider; wherein both of said first and second sliders are fixed to the window pane.

Claim 9 (New): The window lift assembly as claimed in claim 8, further comprising:

means for driving said first and second guide and slider assemblies for lifting the window pane.

Claim 10 (New): The window lift assembly as claimed in claim 9, wherein said driving means are mechanically linked to a lock assembly of the vehicle, allowing mechanical driving means for said lock assembly to be suppressed.

Claim 11 (New): The window lift assembly as claimed in claim 8, wherein the first slider is fitted in a track and provides a single point of contact inside of said second guide and slider assembly allowing rotation of the second slider.

Claim 12 (New): The window lift assembly as claimed in claim 8, wherein the first slider is fitted in a track and is completely guided without possibility of rotation.

Claim 13 (New): The window lift assembly as claimed in claim 8, wherein the first slider is fitted in a track and has a single point of contact, the pane completely resting on the frame.